

# LETHBRIDGE

A CITY OF POTENTIALITIES

F. MC. QUEEN

WESTERN REAL ESTATE

CHESLEY ONT.



# Lethbridge

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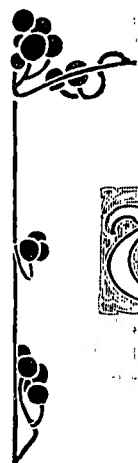
F. M. QUEEN  
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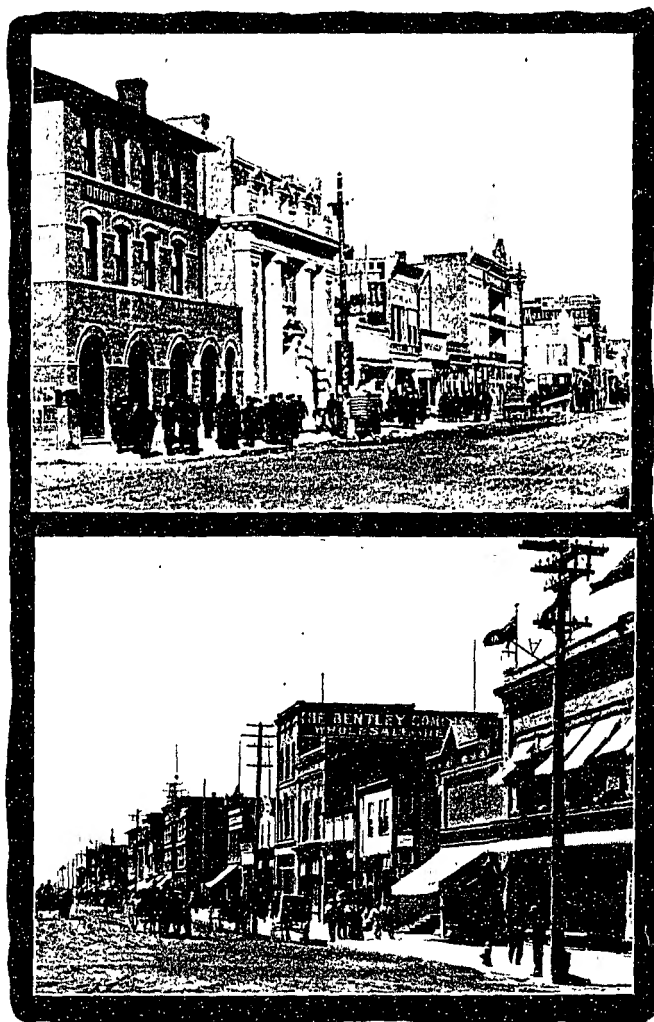
## A City of Potentialities

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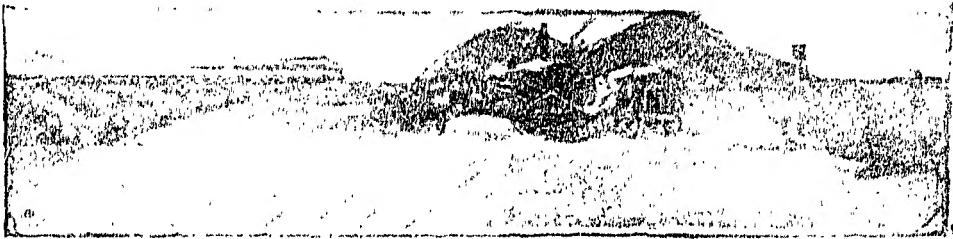


**F. McQUEEN**  
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**Chesley Ont.**

11/2/10/15



1. View of Round Street.
2. Northerly part of Round Street.



**L**ETHBRIDGE has been familiar to the people of the East for some years, first as a post of the N.-W. M. P. and the headquarters of a vast cattle country, later as a prosperous, fast growing town in the heart of a famous wheat-growing territory, and now as an aggressive incorporated city, acting as the natural distributing and wholesale centre for the southern portion of a province becoming populated with many villages and towns.

#### **Building Permits Increased 500 Per Cent.**

The prosperity of a district can be fairly gauged by the growth of the cities it supports, while the building permits tell the story of the solid advance of the central communities, the need for dwellings, business blocks, municipal buildings—the things that have come to stay.

The permits of Lethbridge have piled up at a remarkable rate, from \$250,000 in 1907 to \$1,268,215 in 1909, while in May of the present year they totalled 354,535, and these figures do not include large sums expended on properties a little beyond the city limits.

#### **Assessment.**

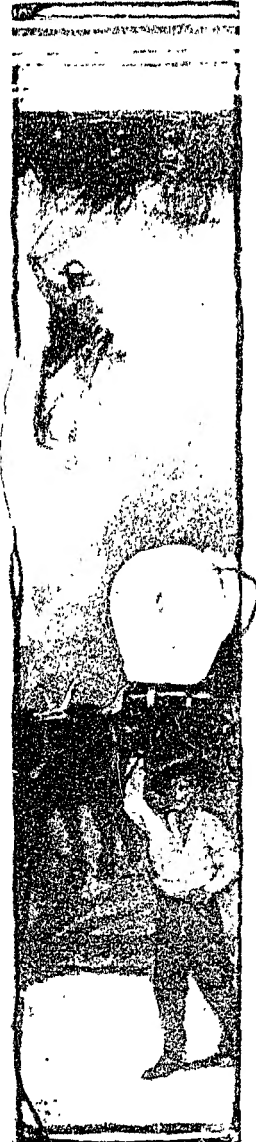
The assessment of city property has also risen tremendously in accordance with the building and consequent rise in real estate, being in 1906 \$1,631,000, in 1909 \$5,022,000, and for 1910 \$9,602,075, with a tax rate of 12 mills. From these figures can be accurately gauged the unearned increment to those who bought property five years ago, and all indications point to a development in the next five years exceeding the past, great as they have been.

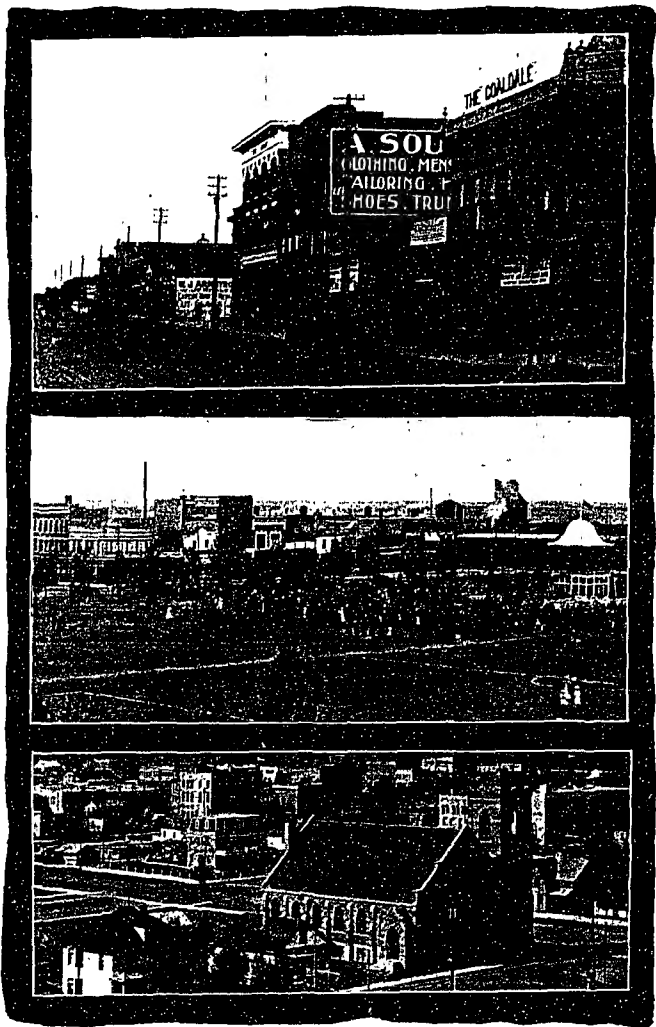
#### **Laying of Water Mains Increase 208 Per Cent..**

The city has an excellent sewage system and water works, whose mains three years ago measured only six miles, but which were extended in 1909 to eighteen and a half miles.

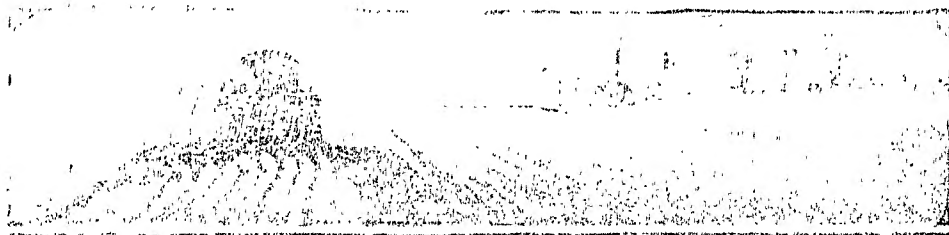
#### **Sidewalks Cover 17 Miles of Ground.**

It has seventeen miles of sidewalks, practically all cement, most of which have been put down during the past two years, and more are being laid continually. Increase 370 per cent.





1. One of the Main Business Streets.
2. City Square.
3. View of Business District.



### **Hundreds of Thousands for Civic Improvements**

During the Summer of 1910 the Council passed by-laws authorizing the city to spend at once several hundred thousand dollars on improvements, and these moneys invested in needful things give an idea of the progress of this future metropolis of Southern Alberta.

### **How Has Lethbridge Attained Its Pre-eminence?**

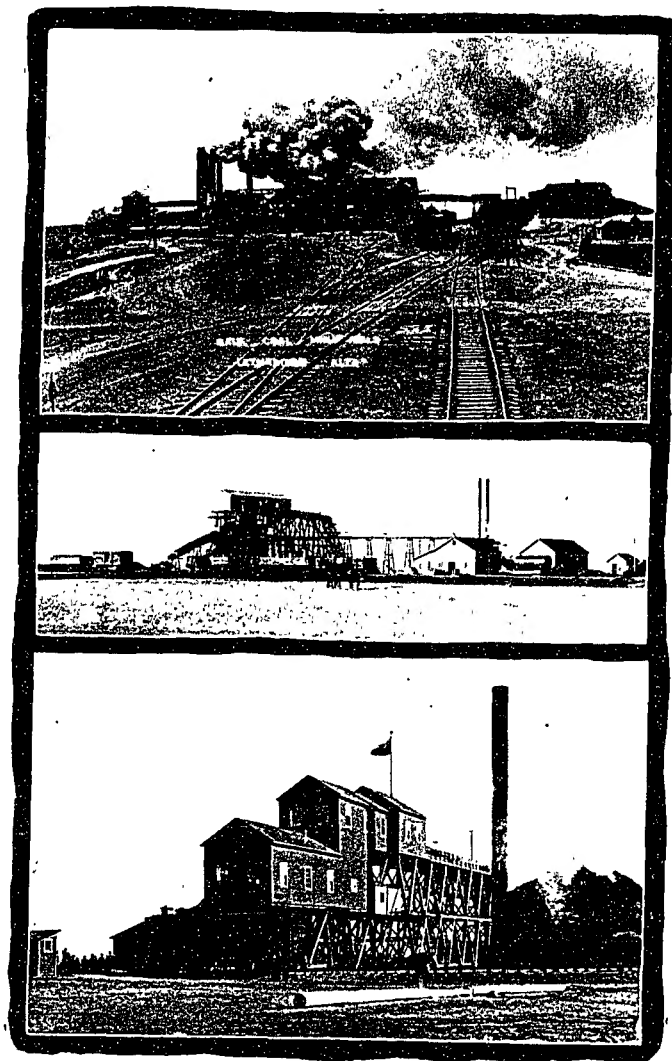
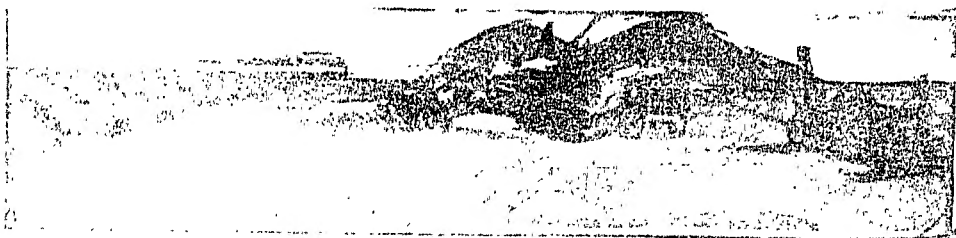
It is a railway centre, a divisional and a terminal point, with five branches feeding it from five different sections of producing territory—it has two very important lines—the C. N. R. and the C. P. R.—briskly advancing from the East, while the C. N. R. and the G. T. P. are building branches Lethbridge way from the north, which will shortly arrive at Calgary. The Government has guaranteed the bonds of these lines from Calgary to Lethbridge, and they will be built through immediately after entering Calgary, probably reaching Lethbridge in one and a half years and two years, respectively.

If you examine the map at the back of this booklet you will note the city is situated on the C. P. R. line from Winnipeg through the Crow's Nest to the coast, and is its divisional point; that it is the terminal for the Alberta Railway and Irrigation Co., whose main line runs down into Montana, making all Great Northern connections.

The Calgary-Lethbridge connection of the C. P. R. heads north at McLeod for Calgary and Edmonton, while the same company is constructing another road between the same points, but developing a separate tract of wheat lands. This line is operating as far as Carmangay at present, but it is expected it will be completed well on toward Calgary in a very short time.

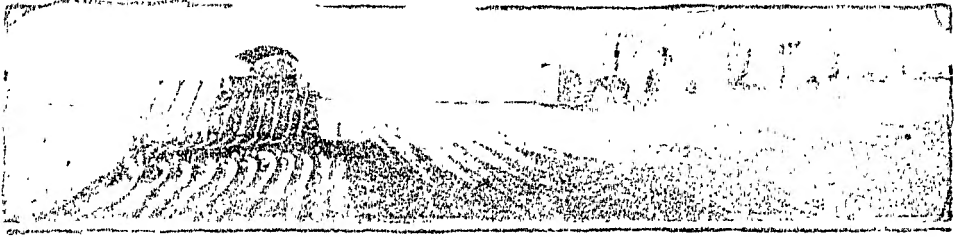
What is known as the Weyburn branch, from Winnipeg through Weyburn to Lethbridge, has been under construction for some time by the C. P. R., and is being operated for several hundred miles west of the former city. This artery, when completed, will connect, of course, with the Crow's Nest Pass line at Lethbridge, and it is expected they will take over an existing charter and continue on directly to the coast. This would effect a saving of several hundred miles haulage from Winnipeg to Vancouver, and it is hoped give a lower grade to negotiate through the Crow's Nest, than the present main highway over the Kicking Horse Pass, an incalculable saving.





1. No. 3 Shaft of the Galt Mines
2. No. 1 Shaft of the Royal Collieries
3. Plant of the Diamond Coal Co.





This will mean considerable to the city, being a divisional point on a great trunk line from the east to the extreme west, with probably greatly enlarged shops and all that a divisional point means.

The Soo-Spokane trains run through Lethbridge on their way east and west. Mr. J. J. Hill, in a public speech, declared his intention of building a branch of his great system to the metropolis of Southern Alberta, and it has been announced lately that a railway will build from the U. S. border, north to the Peace River country, entering Alberta about Cardston, a few miles south-west of Lethbridge. There are, besides these assured lines, several projected connecting links.

#### **What is Making Lethbridge a Large Competitive Railway Point?**

Wheat and coal are two of the main reasons, while the speed with which the country subsidiary to Lethbridge is filling up is remarkable. A comparison of entries is instructive—there were granted in

1907 .....	2,231 homesteads.
1908 .....	6,821 homesteads.
1909 .....	6,211 homesteads.

**11,520,000 Bushels.**

It is calculated that if only 20 per cent. of the land within thirty miles of Lethbridge, were seeded to wheat, and it produced only 25 bushels to the acre, the result would be 11,520,000 bushels to be shipped from the district.

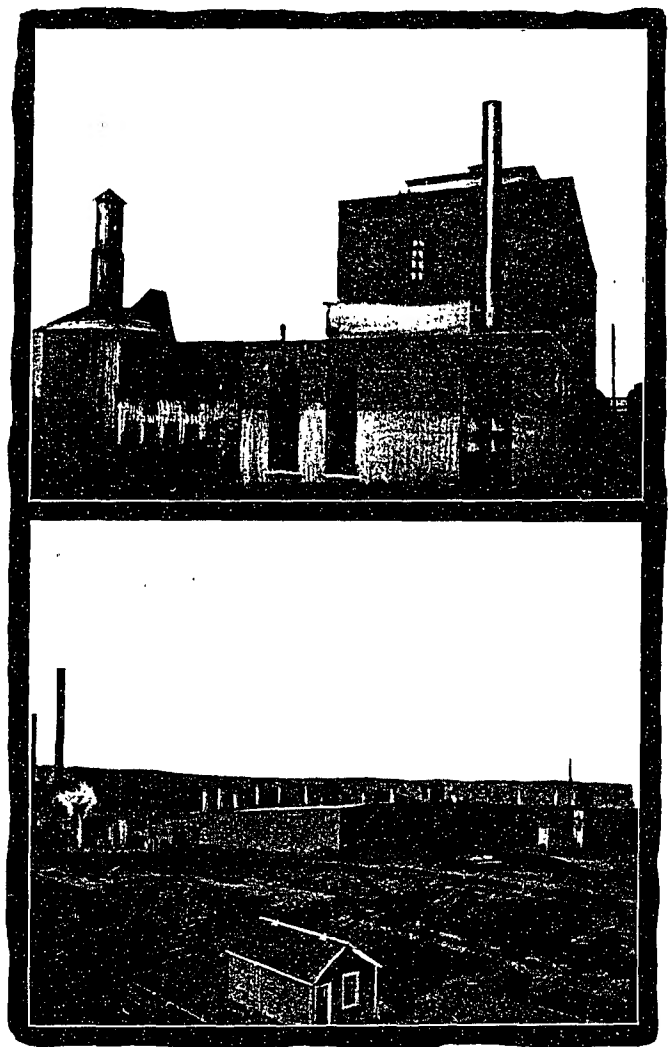
#### **Only One and a Half Per Cent. Under Cultivation.**

According to an estimate made by the Hon. Duncan Marshall, Minister of Agriculture, only one and a half per cent. of the total acreage in the Province of Alberta that is applicable for agriculture is producing any kind of crop. Roughly, the province contains 100,000,000 arable acres, of which about 1,500,000 are now under the plow.

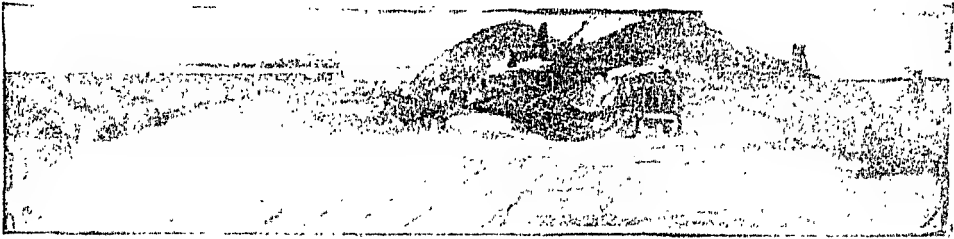
#### **What Will it Mean When 100 Per Cent is Producing?**

No man dare prophesy what it will mean to the manufacturing and wholesale centres of Alberta when every available acre is under crop. When only a comparatively small part is utilized, it will support a great rural population, thousands of villages, many towns and some tremendous cities.





1. Lethbridge Brewing and Malting Co.  
2. C. P. R. Round House.



Those places which are cities already, the commercial metropolii, wholesale and distributing centres for their separate districts will naturally leap into fame first, and become manufacturing points for supplying the necessities of these smaller places. If the present immigration, which reached enormous figures for the first six months of 1910, increases each year, it will not be long before some of the present cities become very large and opulent places of commerce.

#### **Lethbridge Will Become a Manufacturing Centre.**

There can be little doubt in the mind of anyone knowing Southern Alberta, that Lethbridge is destined to be an influential point for manufacturing, having many unrivalled natural advantages.

#### **Coal Mines at the Factory Door.**

There are five shipping coal mines on the outskirts or close to Lethbridge, while two very large companies are preparing to start operations and several are actually carrying on development work preparatory to shipping, indicating an expenditure of several million dollars in exploiting the coal seams at this point, in the next two years.

#### **This Means Miners, Wages and Freight.**

The increase in population, due to the development of the mines, will be very extensive, which assures many thousands of dollars put in circulation each month in Lethbridge, and the rapid building up of big commercial city.

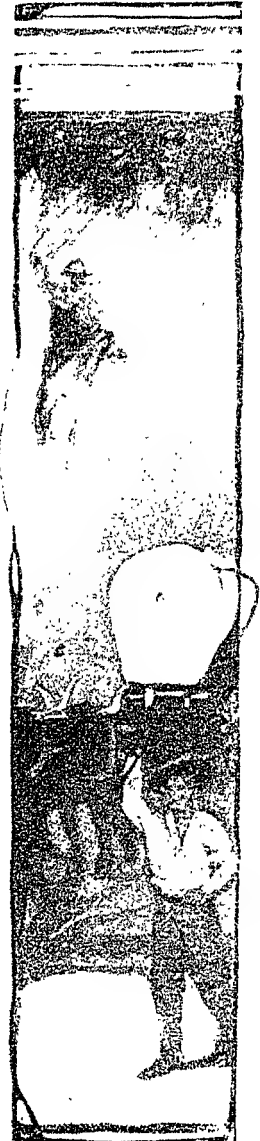
#### **5,000 Square Miles of Coal.**

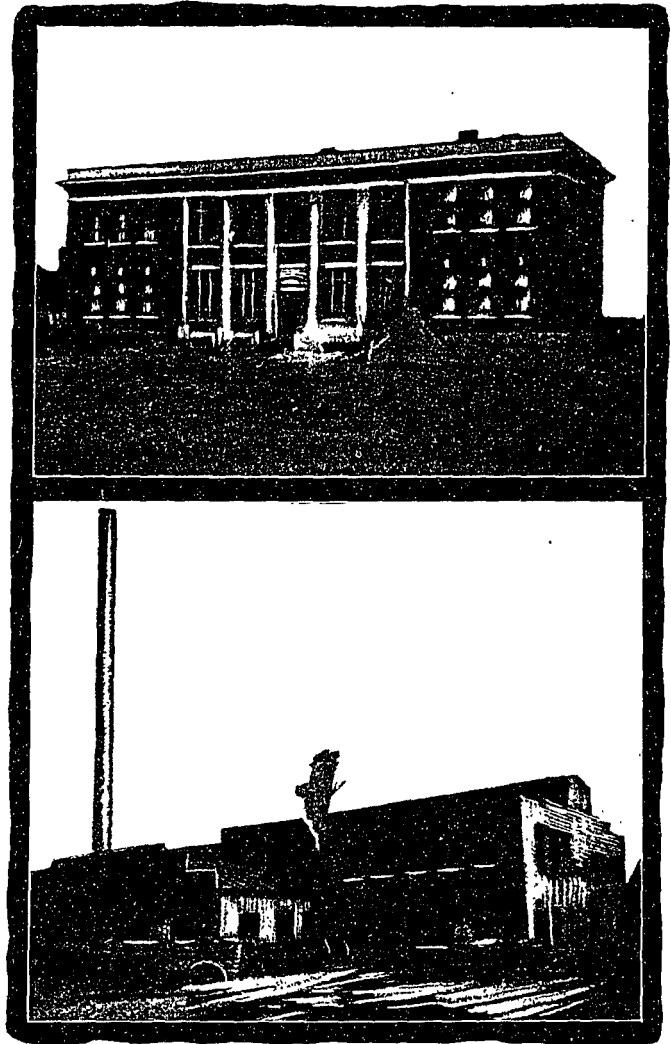
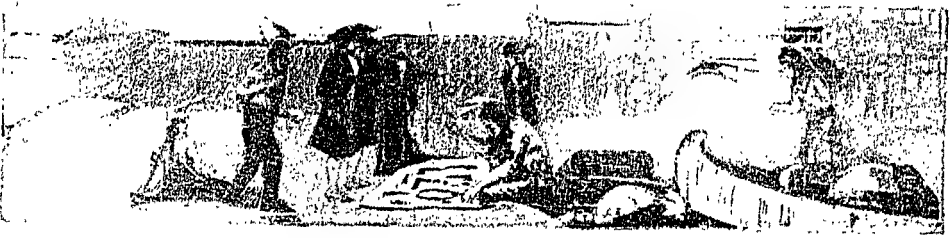
The Government pamphlet, dealing with the different coal areas in Alberta, makes the following statement in regard to the vast wealth in and contiguous to Lethbridge:—

“Another coal formation occupies the south-eastern border of the province, with an area of 5,000 square miles; the seams in this are of more value in the southern portion than farther north or east. The principal mines in this area are to be found near Lethbridge.”

#### **Famous Coal.**

The Lethbridge Herald gives the following report of the coal outlook in Southern Alberta, and Lethbridge in particular:—





1. Part of the New Galt Hospital
2. Mill of the Lethbridge Sash and Door Factory.



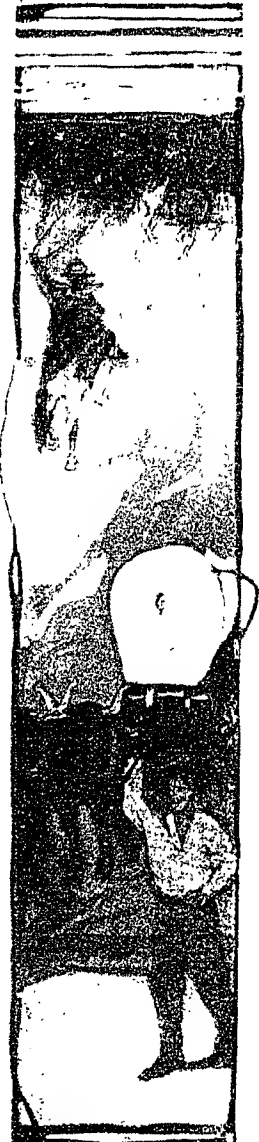
"The growth of the coal mining industry in the South Alberta and Crow's Nest coal fields is keeping well abreast of the growth of the rest of Western Canada, which forms its chief market. And in the immediate vicinity of Lethbridge the development in the last few years has equalled if not excelled any other part of the fields. There are now on the borders of the city alone no less than four big mines, while several are shipping on a small scale, but catering chiefly to the local market. These, of course, do not include the mines at Taber, thirty miles east of Lethbridge; at Grassy Lake, Burdett, and the Little Bow, thirty miles north of the city, the development of which deposits has also been keeping well apace with the growth and expansion of the whole country. There are between twenty and thirty coal mines producing coal in the Southern Alberta field, all within the Lethbridge legislative district."

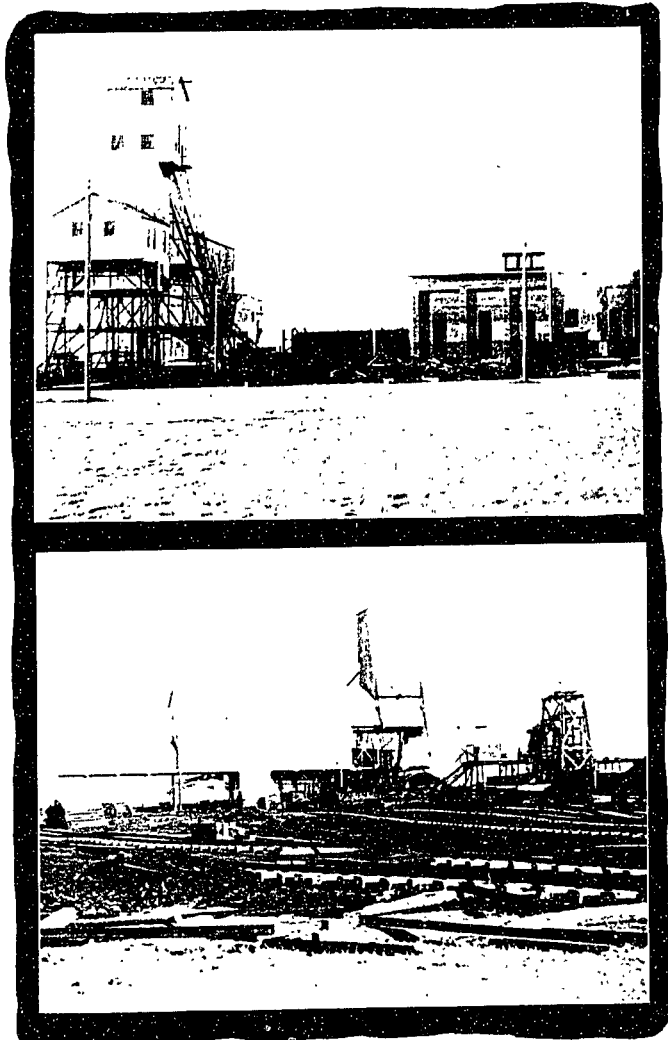
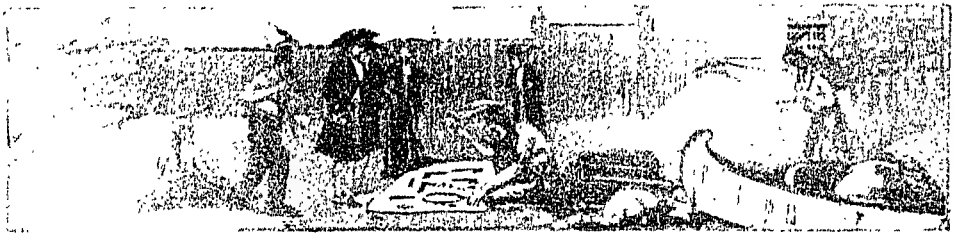
The most famous of these mines are the Galt properties, operated by the A. R. I., which have several different shafts. No. 3 shaft is the largest shipper at present, and, according to the Herald, has a capacity for 300 men per double shift, which would mean an output of about 1,200 tons per day.

No. 5 shaft is still developing, but at No. 6 they have lately started to load cars. The overhead works, which are practically automatic, cost over \$250,000 to install, and the self-feeding devices do away with the smoke nuisance, so workmen living in the immediate vicinity of the works are in nowise incommoded. The shaft itself is an immense concrete structure from the surface to the bottom 400 feet down. The development work cost over a quarter of a million dollars, and Lethbridge is counting something on the many extra miners that will be required to work these properties. The Herald says:—

#### **New Shaft a Monster.**

"Compared with No. 3, the new shaft, No. 6, is a veritable monster. No. 6 will eventually employ 1,000 men—800 underground and 200 on the surface—on each shift of eight hours, turning out 1,800 tons of coal each shift. In other words, if three shifts are running, employment will be given to 3,000 men, and the output will be 5,400 tons per day. The plant is built with the idea of handling that amount, but the output, of course, will be regulated by the demand of the market. At No. 6 the A. R. and I. Co. own





1. Two Views of No 6 Shaft of Galt. Mines where the force is to be so greatly increased. North Lethbridge addition lies about 1200 feet south of this shaft.



2,800 acres of coal, which will last from fifteen to twenty years."

"Meanwhile, as the output of No. 6 goes up, that of No. 3 will go down, until the latter is completely abandoned."

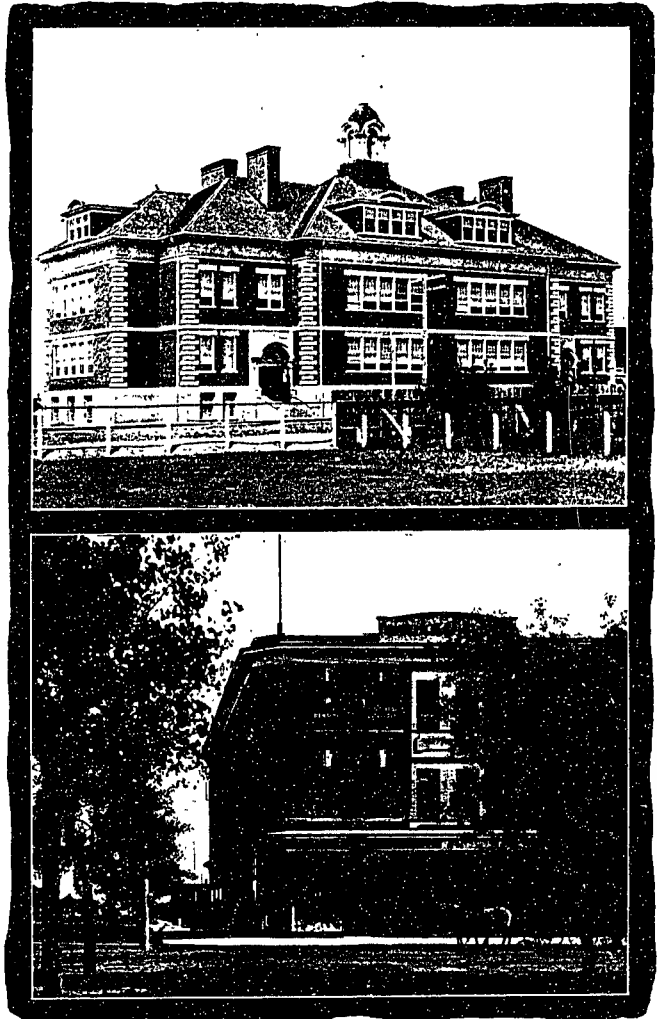
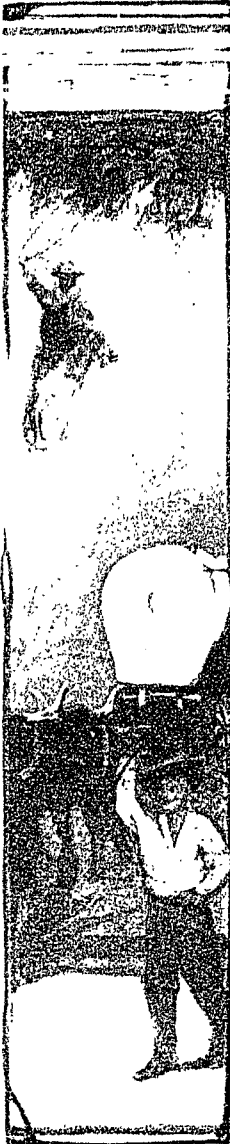
The subdivision in the northern district of Lethbridge, for sale through this booklet, is situated about a quarter of a mile south, towards the city from this great shaft, and lies contiguous to the limits of the companies' property. The great percentage of acreage for a considerable distance from this point is owned by the different coal mining companies, and is **NOT FOR SALE**. It is confidentially predicted that many houses will be built on this property within a few months, and that the entire subdivision must be utilized for residences as the shifts are increased.

The Lethbridge Collieries, Ltd., which rumor persistently states is controlled by the G. T. P., started work on their property in August, and the contractor has already sunk two large shafts to the depth of 125 and 155 feet respectively. This important property will probably be in full shipping swing within twelve or thirteen months, and from the extensive workings already under way will employ a very large force of men.

#### The Royal Collieries.

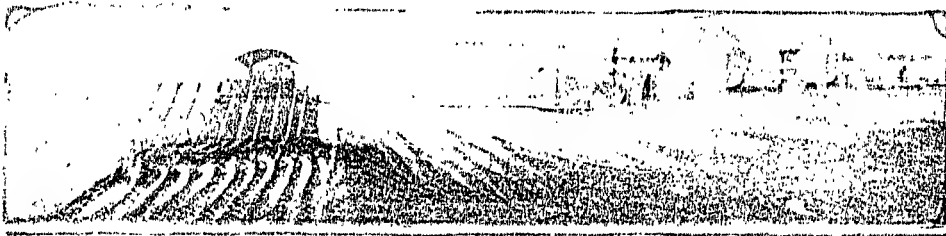
"Next to the A. R. and I mines, the biggest mines in the matter of output in the immediate vicinity of Lethbridge are the Royal Collieries, owned and operated by the Royal Coal Co. This property, consisting of 8,000 acres, is situated immediately north of the A. R. and I. property on the east side of the Belly River. It was only two years ago, in 1908, that the Royal Company acquired this property, but for the last year a plant producing all the way from 200 to 400 tons per day has been running. So rapidly has the market expanded and the demand for Royal coal increased that the capacity of this plant is to be heavily augmented, and already machinery is on the ground for improvements and additions, allowing an output of not less than 600 tons per day, and anywhere from that figure to a thousand tons per day. Included in this additional machinery is a box car loader with a capacity of 3,000 tons per diem. A spur track





1. Central School opened a little more than a year ago at a cost of \$90,000.00
2. A sample of the Office Buildings being erected in Lethbridge.





about five miles in length was built last Summer from Lethbridge to the company's mine. This is owned by the company, but the C. P. R., under a trackage agreement, do the hauling." At present from 350 to 400 men are employed in the Royal mines, but when running to its full capacity, of course, the number will be much greater. They will shortly sink their largest and most important shaft directly east of "North Lethbridge" described in this booklet, which lies a few hundred feet from the Galt shaft No. 6, and adjoins that property. It is hardly necessary to point to the fact that this north district of Lethbridge will become valuable very quickly, as there is extremely little land available for building on account of it being mostly held for mining purposes.

#### **Diamond Coal Mines.**

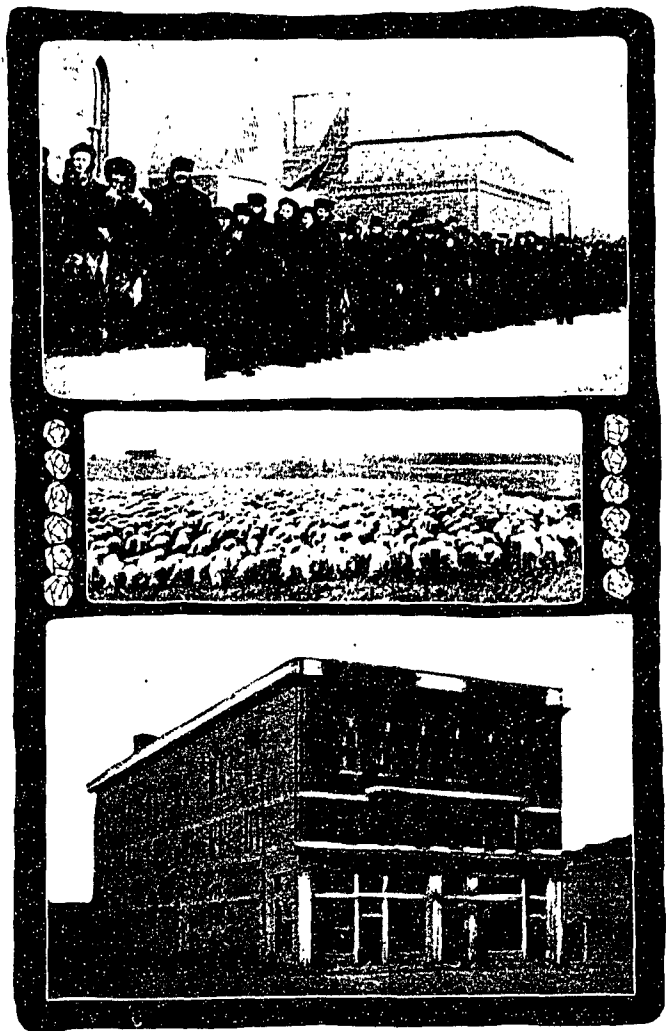
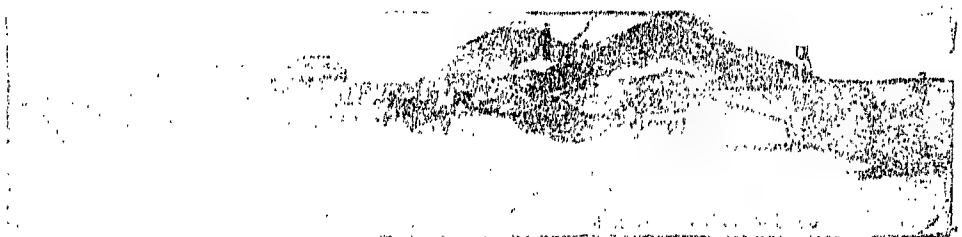
"Directly opposite the Royal mines, and on the west side of the Belly River, are located the workings of the Diamond Coal Co. This company has been developing its property for the last three years, and commenced shipping on a large scale last Fall on the completion of their branch railway joining the new Lethbridge-McLeod cut-off of the C. P. R. at Prairie View (which gives them an entrance into Lethbridge without building an enormous bridge across the river valley). Had the latter been completed earlier they would doubtless have begun shipping that much sooner, in which case, by this time, they would have been shipping their maximum output, the capacity of their plant being from 1,000 tons to 1,200 per day.

"The holdings of the company consist of eight square miles of coal rights, with an estimated body of 50,000,000 tons, and three and a half square miles of surface rights. They have to date expended about \$300,000 on the plant and equipment. It is their intention to push development work."

#### **Cater to Local Market.**

"Among the mines which cater to and practically confine their output entirely to the local market are Ashcroft's mine, immediately west of the city, and the new Barnes mine, adjoining the Royal Collieries. The former gives employment to fifty or sixty men, and has been running for a number of years. The latter is a new venture, which has secured, during the few months of its operation, a very large proportion of the ever increasing local trade.





1. A Rush of Homesteaders, January, 1910
2. Sheep Ranching
3. Erecting a New Block on Round Street



### **Other Properties Being Exploited.**

Surrounding the shipping mines are a number of properties on which only exploration work has been carried out so far, but most of which will be shipping within a year or two. These are the Standard Collieries, adjoining the A. R. and I. Co. and Royal Collieries, and the property owned by W. C. Simmons and associates, immediately west of the Diamond Coal Co.'s mines.

While the chief market of Lethbridge coal is throughout Western Canada, a large amount of it goes to the big cities of Montana and Washington States, where there is an enormous demand for coal of its fine quality."

### **Crow's Nest Pass Coal Mines.**

It must be borne in mind that Lethbridge is the only wholesale centre near the great mines of the Crow's Nest Pass, with their coke ovens and other industries, such as the lime burning and cement plants.

The output of the active mines is calculated for this year at close to 2,500,000 tons, and it is estimated that there is a distribution of \$1,000,000 per month in wages along this line within 250 miles of the city.

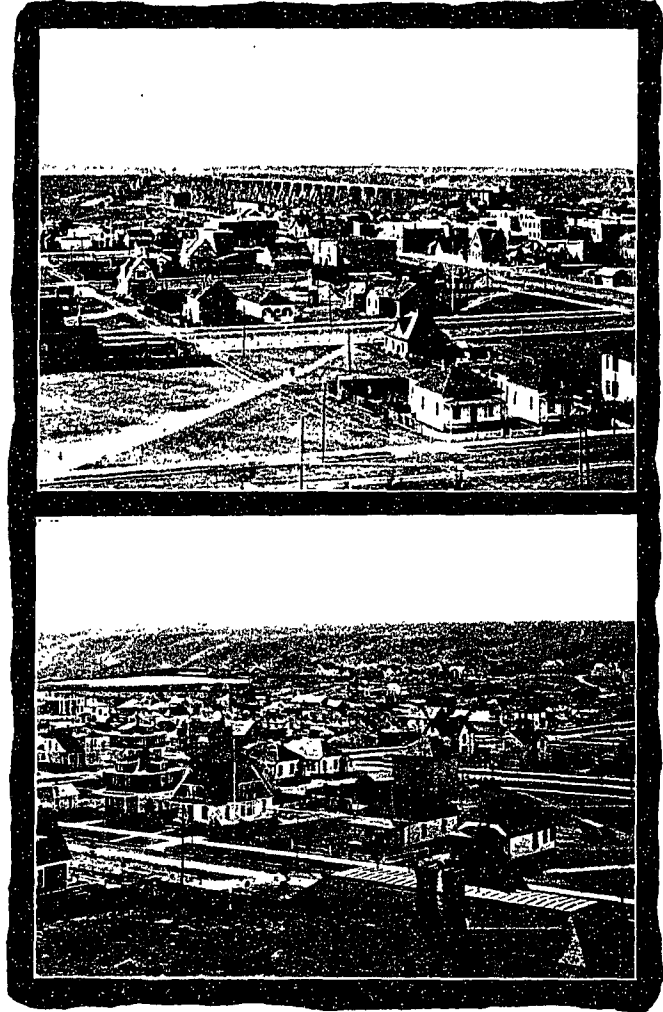
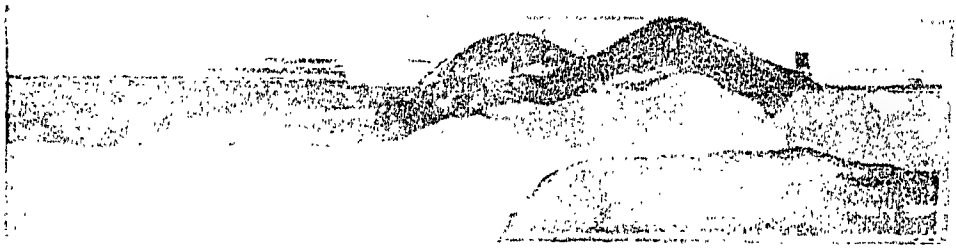
### **Invitation to Manufacturers.**

Lethbridge is just beginning its career as a manufacturing and jobbing metropolis. With its location, its rapidly increasing population, the growth of its many young neighbors, and the expansion of the agricultural and mining pursuits in its territory, business men of vision see promise of a great industrial centre. Southern Alberta consumes hundreds of carloads of miscellaneous merchandise every day already, and every year that quantity makes enormous leaps upward. This means a consumption sufficient to absorb the output of many factories.

Multitudes of small, but thriving, country towns are springing up. Such a group of towns and such a tributary country demand a metropolis, a centre for the manufacture and distribution of such articles as they consume.

Lethbridge, as the railway centre, the jobbing centre, business centre of this rich territory, can have no other destiny than to become its manufacturing centre. Its growth in the past two or three years sufficiently demonstrates that fact.





1. Extreme North West of City showing the New C.P.R. Bridge
2. The Duff Addition with Atheletic Grounds in distance. There were practically no Houses a Year ago



### Established Industries.

There are established in Lethbridge two substantial milling companies—The Taylor Milling and Elevator Co. and the Elison Milling Co., both with a capacity of several hundred barrels of flour per day. Each of these companies operates a considerable line of elevators at different points in Southern Alberta. The city offers exemption from taxation for a period of years to all industries using the products of the soil, and it expects to supply electric power to factories from the municipal power-house at cost, thus reducing the running expenses materially. The city also holds a number of excellent industrial sites with trackage, which it intends to dispose of at cost price to the many manufacturers who will shortly see the desirability of Lethbridge for their particular businesses. The thirsty among the hustling townsmen quench their thirst from beer brewed in town, as there is a large malting and brewing plant, said to represent an investment of some \$200,000.

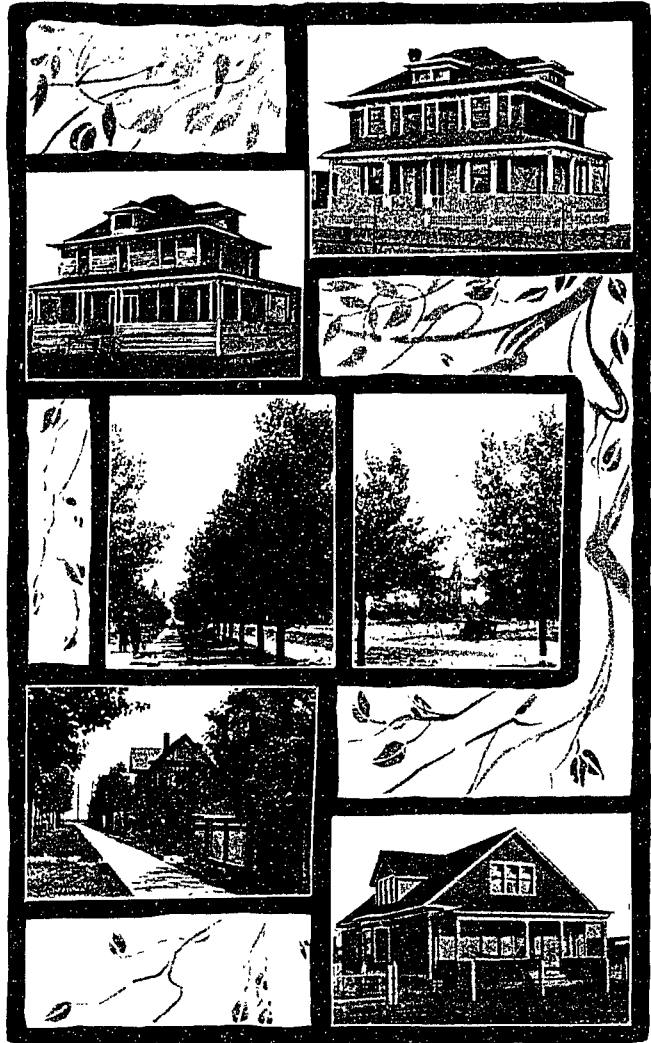
The only woollen mill in Western Canada is situated here, in the heart of a considerable wool growing district, giving employment to a number of hands. The city also can boast of a large sash and door factory, two large brick yards, with a capacity of some 6,000,000 per year, the C. P. R. round-house and shops, a foundry and iron works, several cigar factories, also light industries that usually grow up with a thriving community.

### Newspapers.

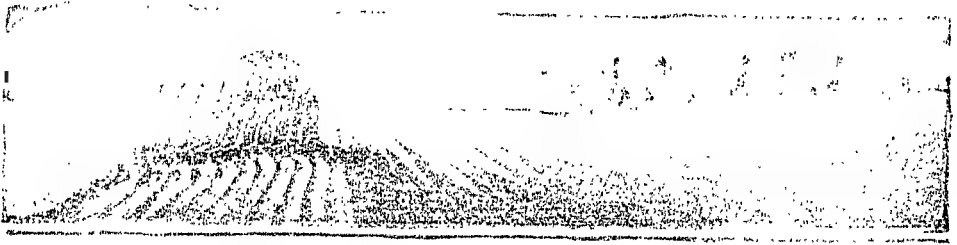
Lethbridge is well covered in the newspaper line; the Herald, owned and managed by the Hon. W. A. Buchanan, who is well known in Toronto, and was for several years on the staff of the Telegram, is a bright and up-to-date publication.

J. H. Woods, for many years city editor of The Mail and Empire, lately bought the Lethbridge Weekly Sun, which he is turning into a morning paper. Mr. Woods is also general manager of the Calgary Herald, and interested in the Edmonton Journal. There is still another paper which represents the weekly field, and it speaks strongly for the expectations of the city when keen newspapermen establish there up-to-date plants costing many thousands of dollars.





1. Dwellings and Galt Park, with the A. R. & I. Building in the Distance



### **Climate.**

Some people are so happily constituted that they enjoy quite normal health in any climate, whether approaching the torrid or frigid zones.

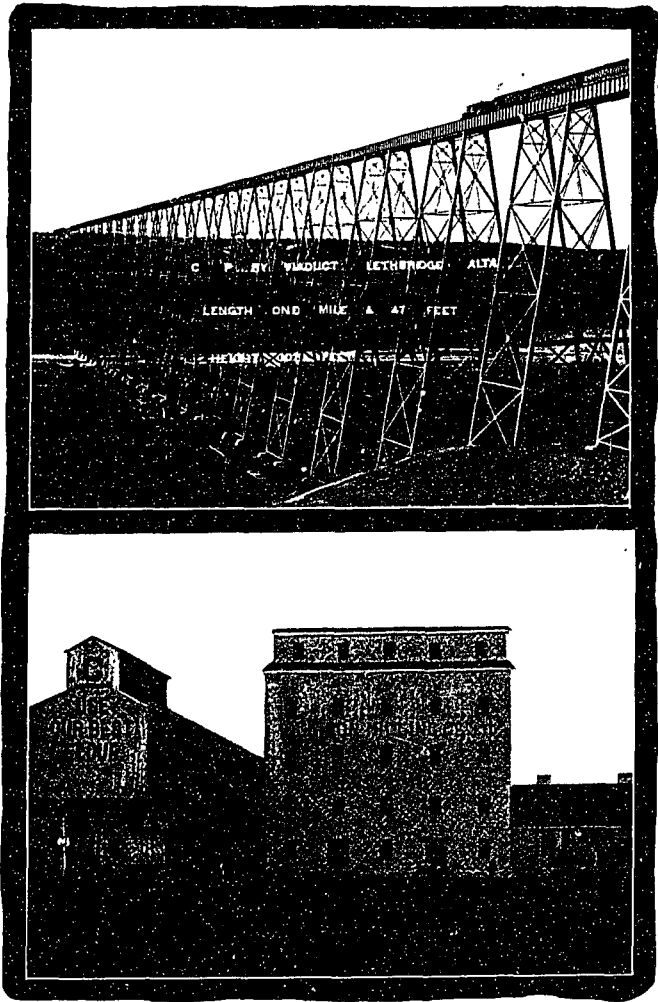
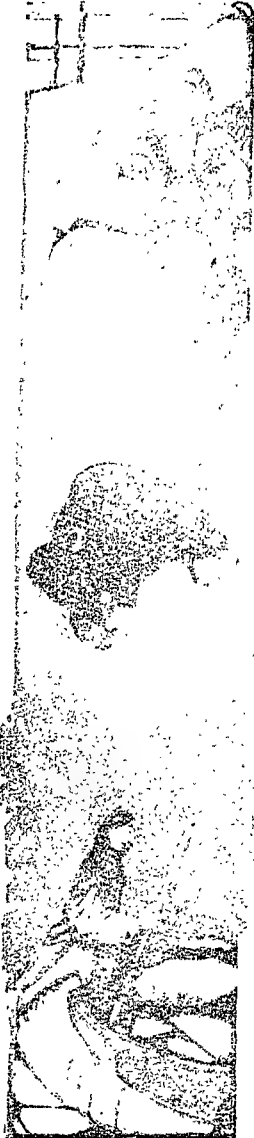
Others, apparently quite free from disease, cannot exist with any degree of comfort in regions where the climatic conditions border on either extreme. To this class, which is probably in the great majority, no country, no matter what undeveloped wealth it has to offer in forests, minerals, or virgin fields, or business opportunities in thriving towns and cities, can be attractive unless it has a climate agreeable to their sense of health and ease. Those forced to leave the Eastern Provinces and Northern States on account of the severity of the seasons find in Sunny Southern Alberta a Winter so short that it seems more like a shading off from a late Indian Summer to an early Spring. Occasional drops in temperature and light snowfalls, with the crisp, dry air gives a stimulating sensation that cannot well be described. The cold changes rarely last more than a few days at a time, and the relapses into Indian Summer are usually ushered in by Chinook winds, which flow up from the Gulf of California over the low passes of the Crow's Nest, bearing on their wings gentle warmth and moisture and promises of pregnant crops. Ordinary Summer sports are generally carried on during the so-called Winter season. The Summers, too, are not excessive in warmth, so the climate of Lethbridge is generally delightful, and adds much to the joy and comfort of life.

### **Power Plant.**

The city believes in municipal ownership, as evidenced by the fact that they have just completed a large and efficient power-house. The machinery and equipment is of the very latest, and the station has a very unique feature, namely, it operates its own coal mine. The entrance to the main tunnel is about 100 yards from the power house, the coal as it is mined is run from the tunnel by gravity and automatically dumped into the feed hoppers over the furnaces. The low cost at which electricity is produced will be a great boon to factories and those using power.

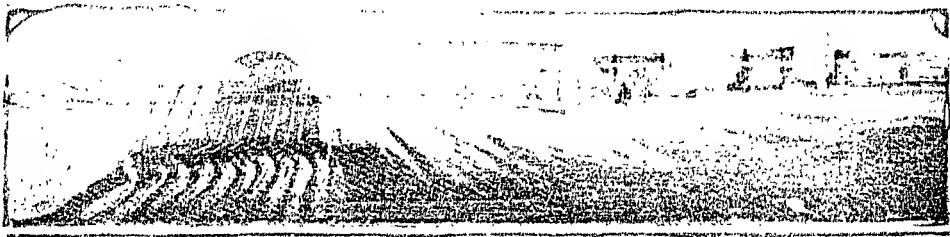
The water supply for domestic and condensing is taken from a filter crib under the bed of the river along through the reinforced concrete conduits to a well near the power





1. C.P.R. Bridge Crossing Valley, that Cut Off Lethbridge from Growing to the West
2. One of the Milling Companies Plants





house and pumped from thence to the stand pipes uptown. The plant is equipped with a pump capable of delivering 2,000,000 gallons per 24 hours, and suitably arranged to extra pressure for fire service.

#### **A Street Railway Assured.**

In regard to the outlook for a street railway to be commenced at an early date, the Herald reports that "The citizens last December overwhelmingly voted down the proposition to give a street railway franchise to a private corporation, the issue being whether the city should operate its own system or not, so that a public owned railway will be installed at the earliest possible opportunity."

This has become an actual necessity to the city, as the traffic and business between the mines on the outskirts and the town is large, and it is needed to carry the miners, although they generally build their houses in the immediate vicinity of the property in which they find employment. As larger shifts are put to work in the big shafts, new wards will spring up on the outskirts, surrounding Lethbridge with busy hives of industry and giving the city the immense advantage of this large population. The street cars are also needed for the people of the best residential sections, which is the south-east. It is spreading in this direction at a remarkable rate, the well-to-do class erecting a very neat, comfortable style of dwelling. The car line is not only a necessity, but it is an assured fact for the near future, and it will rapidly develop the outskirts of the city.

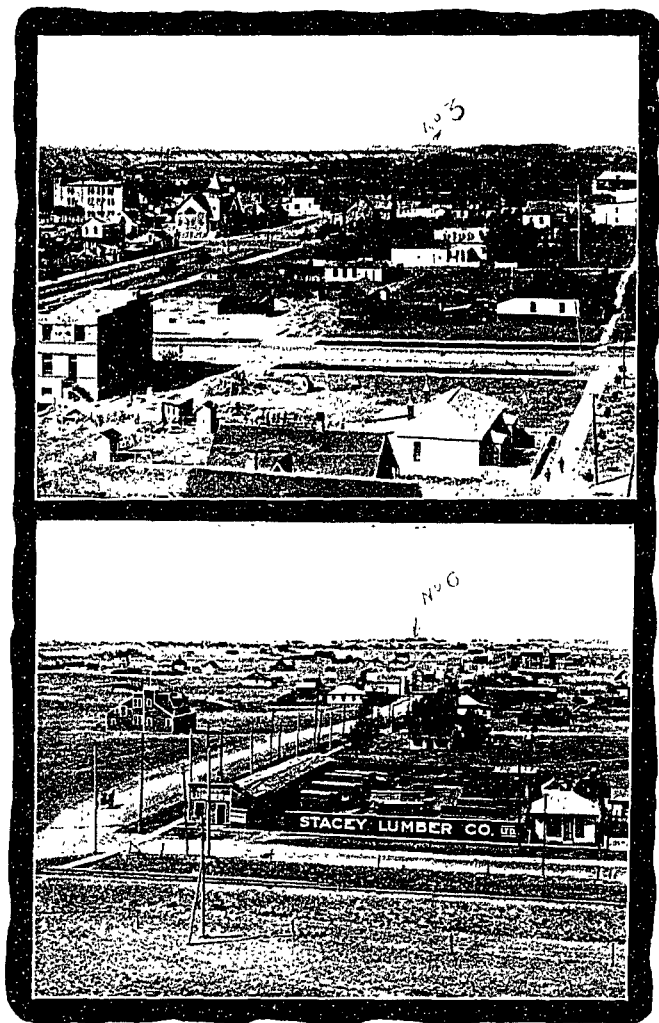
#### **Educational Advantages.**

It is true the West has always featured the material side of its progress, but in making that progress it has gone far from overlooking the educational side of its life. An excellent, up-to-date, progressive school system takes care of the education of the young people, and Lethbridge is continually building new schools or enlarging the old. The newest one opened a few months ago is the Central, costing about \$90,000. Contracts are now let for the building of the Fleetwood School, situated in the Duff addition south of the city, to cost \$70,000. There will then be in the city a High school, five Public schools, and one Catholic Separate school.

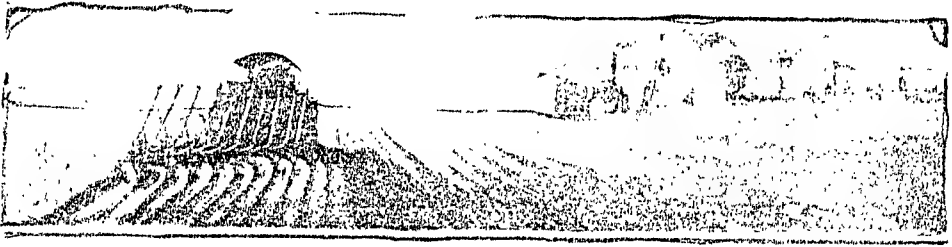
#### **City Cut Off From Growing West.**

Examine the district map at the back of this booklet and you will see that the city is built in a loop of the Belly





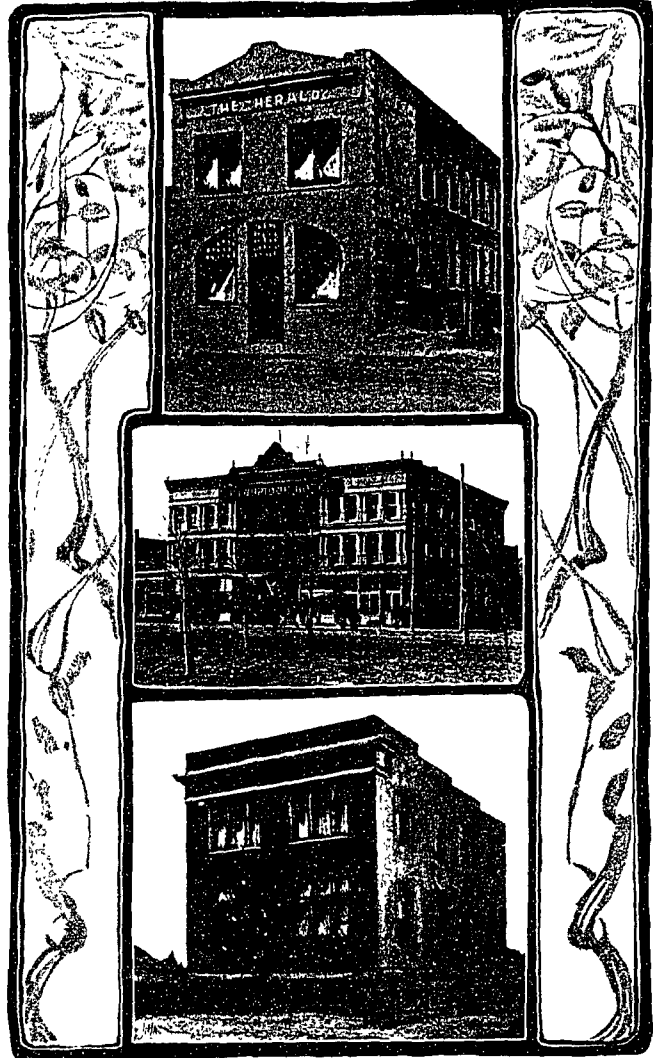
1. Northerly District Building Up with Mechanics' and Miners' Houses.  
 "North Lethbridge" is situated between Shafts No. 3 and 6



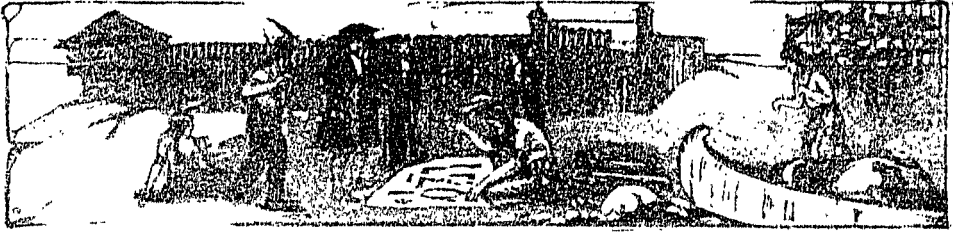
River, which runs about north through this district. It is impossible for the city to cross the valley, as is shown by the C. P. R. bridge, being 5,327 feet long, with a height of 307 feet. The coulees, long narrow ravines, run at right angles from the river, cutting off the growth of the city at the immediate north and at the south. This makes it absolutely certain that it can only extend toward the south-east, the east and the north-east, and thus more than half the normal radius of growth is cut off. It is but logical to conclude that expansion will take place at more than double the rate in the directions that are not blocked, than if it could grow equally, north, south, east and west. The northerly and north-easterly district is cut up by the railroads and spurs, which makes it the industrial part of the city—the mines also lie in this direction, and it is rapidly building up with houses for the mechanical class, but this section, while it will develop speedily, will probably not reach as high a value in a real estate way as the southerly direction, where the fine residences are all being erected. One of the large subdivisions controlled and for sale by the compiler of this book, is in the north, lying a few hundred feet from the giant shaft No. 6 of the Galt coal mines, where the working force is to be increased so largely, and is about half a mile due west of the great shaft No. 2 of the Royal collieries, which the manager of that company states will be sunk shortly. It is expected these new workings will employ well on to 1,000 men. That portion of "North Lethbridge" which is dissected by ravines, is surveyed off, leaving the portion for sale absolutely free from obstruction, level and perfectly drained. The building sites extend from Westminster Road, the main thoroughfare of the city, running north and south, west to the edge of the valley, and adjoins the coal land held by the "Galt" and the "Royal" coal interest. Practically all the land for a long distance east and for a considerable distance north is held for mining purposes, while to the south, much of it is owned by railroads or coal companies, leaving very little land available for supplying homes for the thousands of miners and mechanics that are obtaining work by the development of the mines and other industries.

These lots, it is expected, will be actually utilized for homes in the immediate future, and it is natural enough to conclude will rise materially in value as this district must build up. Those sites contiguous to Westminster Road are





1. Home of the "Herald" on Crab Street
2. One of the City's Hotels
3. Telephone Exchange Building



destined for stores and business properties, and it is safe to predict that the street railway will run along Westminster Road past shaft No. 6, and eventually to "Diamond City."

#### **A Handsome Residential Section.**

As stated before, the trend of the beautiful homes is south-east. By referring to the map of the city at the back of this booklet, you will locate the old Agricultural grounds, known as Victoria Park. This the city divided into lots of twenty-five feet frontage and sold by public auction, under their guarantee that the water systems would be continued to the grounds within a term of months. Many prominent citizens purchased these sites as high as \$500.00 per lot, with the purpose of erecting homes there. It is generally understood that the proposed electric tram will run to, and probably past this point in the near future, which will immediately enhance the value of "South Lethbridge."

#### **Comparative Values.**

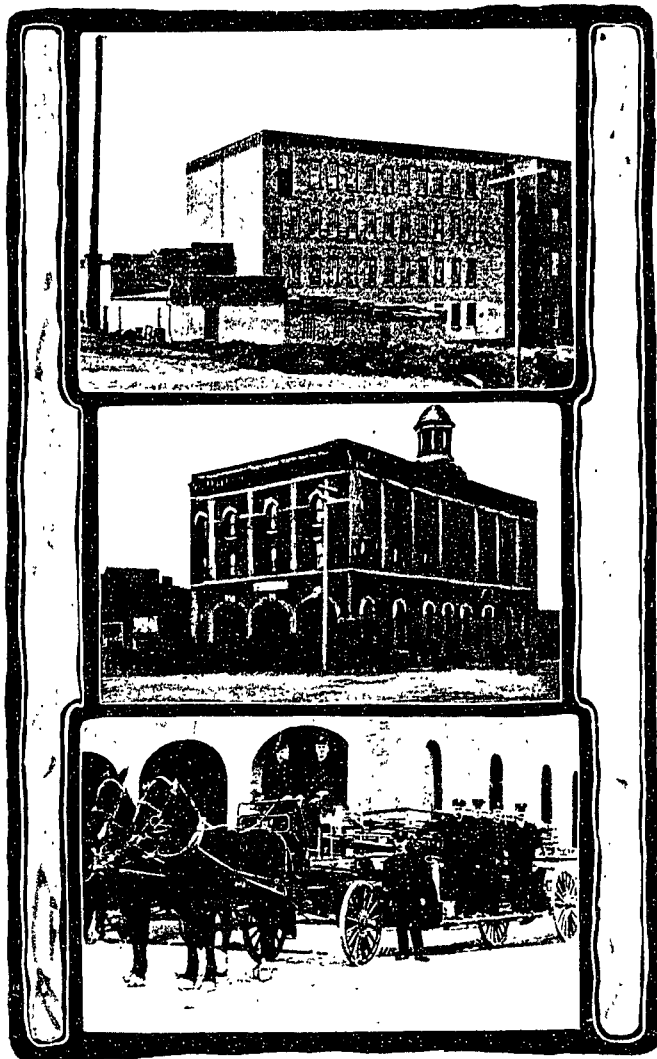
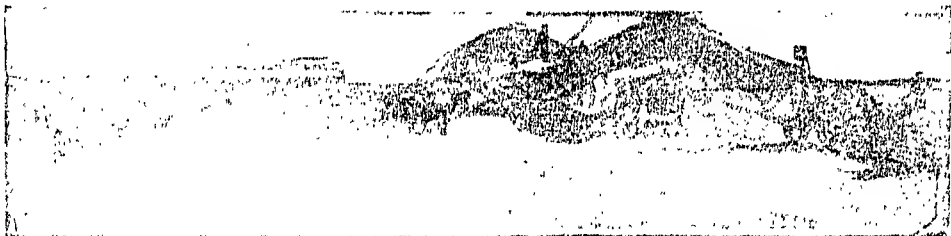
Property on Round Street, one of the chief business thoroughfares of Lethbridge has a value from \$700 to \$1,000 per foot, while residential lots of 25 feet are sold for \$1,000 and more in the desirable south-easterly locations. Very heavy and steady advances in values have taken place during the past three years on account of the almost phenomenal march of the building farther and yet farther out, to accommodate the incoming population.

When the street car service is installed a large number of good residences will be built at points considerably farther away from the centre of the city than might be thought, as people generally prefer to purchase fifty to one hundred feet frontage at a low figure when within reasonable walking distance of a car line, than pay a stiff price for a small 25-foot lot closer in. It is a logical sequence to conclude that Lethbridge will cover two or three times more territory per house in the future than in the past. Building lots bring prices of several hundred dollars each, some little time before they are required for actual building purposes, and rise steadily as more and more dwellings approach them.

#### **South Lethbridge Addition Has Probabilities.**

While no one can make positive or truthful statements as to the exact time when "South Lethbridge" will be built upon, or built up to, it should be borne in mind that it is





1. Woollen Mills
2. One of the Two Fire Stations of the City
3. An Efficient Brigade

in the direct line of progression of the better class of homes—that it is but a mile away from the old Agricultural grounds, where the really handsome houses are likely to be built on account of the strict building restrictions there—that the car service is practically certain to run one of its first lines in this direction.

Remembering that the city can only stride forward in less than half a normal circumference, it would not be misleading to state that if Lethbridge leaps forward in population at the same rate as the past few years, “South Lethbridge Addition” will be the site of many pretty homes within three years and probably before.

There are several subdivisions situated farther from the centre of the town than “South Lethbridge,” in directions not considered quite as good, which are selling in the City of Lethbridge to the citizens of Lethbridge, at prices in advance of that being obtained for “South Lethbridge” here in the East.

#### **“South Lethbridge” known by the Bankers.**

There is located in the city ten of the largest banks of the Dominion, two of them having a branch each on the outskirts, making twelve in all. Most of these banks own their own quarters, and several of their premises would do credit to the main streets of any city of Canada. These powerful corporations and the immense railway interests have spied out Lethbridge and its district as the promised land, and their judgment of the future of a city generally proves correct. All the bank managers in the city know “South Lethbridge,” or if not can easily ascertain its value and that of contiguous property.

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J. F. Hamilton, B.A.Sc.,  
Dominion Land Surveyor,  
Irrigation and Hydraulic Engineer,  
Lethbridge, Alta., Aug. 20, 1910.

Dear Sir,—

This is to say that all the lots in the sub-division “South Lethbridge,” being a sub-division of legal sub-divisions 15 and 16, Section 20, Township of Range 21, west of 4 M., are level and ready to build on without grading.

In “North Lethbridge,” a subdivision of legal sub-division 5, 6 and part of 7, Section 18, Township 9, Range 21, west of 4 M., all the lots are level in Blocks 17, 18, 19, 20, 21, 22 and 23, also in Block 24 except lots 22 to 27 and in Block 25 all lots except 16 to 31, and in Block 26 all except lots 21 to 29 and 33 to 37 and 45 and 46.

(Signed) J. F. HAMILTON,  
Dominion Land Surveyor.

C. J. Mickle, B.A., Barrister, Solicitor, etc.,  
Solicitor for the Bank of Hamilton.  
Chesley, Sept. 12, 1910.

Howard R. Douglas, Esq., Suite 304, Mail Building, Toronto, Ont.:

Dear Douglas,—You have asked me for my impression of Lethbridge, and I hasten to reply. I spent several days there with relatives and saw a great deal of the surrounding country from a motor car. My friends there told me on my arrival that Lethbridge was bound to be the greatest city in Alberta, a statement which I attributed to the invincible optimism of the local booster, but before I came away I had reached the same conviction. The extraordinary fertility of the soil, the enormous areas of a superior quality of domestic coal, the close proximity of iron mines in the mountains, are the cogent factors which determine the future of Lethbridge and justify the prediction that it will be the Pittsburg of the West. In conversation with Mr. McKenzie, the manager of the Royal Collieries, I learned that the development already planned and provided for will mean an increase of 4,000 miners, making an additional population of 15,000 to 20,000. The railway companies have evidently been wide awake to the possibilities, and Lethbridge seems to be a magnet which attracts these traffic hunters, for no less than seven lines are already assured and others proposed.

The city itself has wisely laid the foundation for a large centre, wide streets, broad walks, parks, squares, athletic grounds and municipal ownership of all public utilities, including the proposed street railway, are indications of capable self-government. The public buildings, the wholesale and bank buildings, which would compare favorably with those in large eastern centres, furnish evidence of the faith of the leaders of finance and commerce in the future.

You ask me what I thought of my purchase of lots in South Lethbridge Addition. As you are aware I bought these without seeing them and, when I went West I had the intention of trying to dispose of them at fifty per cent. profit. I have seen them, and decided not to sell for five years at least. I believe they will then be worth \$500 each. Local men told me this was a conservative estimate. Beyond doubt the South Lethbridge addition lies in the direction of residential growth. The river bars the west, the north will be a densely populated mining town, and the east is the manufacturing and railway district; the way to the south alone lies clear. I would think your lots a good buy at \$100 to \$125. The Whitney farm, just beyond your lots, is not for sale, \$600 an acre has been refused. The Chinaman who owns 21 acres just across the road makes \$400 an acre as a market garden, and of course he too refused \$600 an acre.

I have the idea that the North Lethbridge property will come into the market first as a mining town. An addition of 4,000 men as proposed means a large influx of population. But few properties are offered for sale. The coal companies will not sell their acreage. The A. R. and L., which has a large holding, absolutely refuses to sell a lot. Why? There is obviously only one answer possible. The consequence is that your North Lethbridge properties must soon be in demand. The Royal Collieries propose to establish a large plant close to No. 6, bringing the mine operators down to within a comparatively short distance of your property, which lies nearer in. Next year I fancy you will be sold out, and the holders find an active movement in these lots.

One can only realize the immense resources, wealth and possibilities of the West by seeing for oneself, and I have come back with unbounded faith in the future of Canada and the West in particular.

Yours faithfully,

C. J. MICKLE.

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Minister of Agriculture,  
Alberta.

Mr. F. McQueen,  
Chesley, Ont.

Dear Sir,—

Your favor to hand in which you ask me some opinions about the City of Lethbridge and its prospects. There is no question about the fact that Lethbridge is going to be one of the largest cities in the Province of Alberta. Its wealth of coal mining alone would be sufficient to make it a large and important business centre, but it is surrounded by a farming district that has already proven itself a producer of some of the best crops that have been grown in the Province. Railways are also making their way to Lethbridge, and it is bound to be a town of large commercial importance, and I have no hesitation in expressing the opinion that property in Lethbridge is bound to increase in value, and increase very largely. The growth of Lethbridge in the last three years has been almost phenomenal, and I have no hesitation in saying that it will grow more rapidly in the future. I am,

Yours very truly,

(Sgd.) DUNCAN MARSHALL.



Dear Sir,—

You have asked me for my opinion of the future of Lethbridge, and as one who is very optimistic about that future I have no hesitation in stating my belief that Lethbridge will be one of the half dozen big cities of Western Canada. Its growth has been rapid during the past few years and I am satisfied that its advancement will be even greater during the years to come.

It must be remembered that Lethbridge is unlike a good many prairie cities, owing to the fact that it is not only a rich agricultural district, but has within its limits and close at hand three large coal mines in active operation, and two others under development. When all these mines are in full swing there will be about 5,000 men employed, and well onto half a million dollars a month paid out in wages to these men.

Lethbridge, as will be seen, is destined to be the Pittsburg of Canada. Not only has it mines at its very doors, but within a radius of less than 100 miles there are at least 25 coal mines, and a great many of these are feeders to Lethbridge's wholesale warehouses and manufacturing industries.

This cheap fuel will eventually make Lethbridge a great industrial centre. No other place in the West has such tempting inducements to offer in this direction.

Just at present Lethbridge is served by practically one railway—the C. P. R.—which has a number of branches running out of the city. However the time is near at hand when we will have railroad competition. These new railways will open up new country and create new towns and villages, all of which will be tributary to this city. Following these developments will necessarily come new wholesale houses to serve the needs of the increasing population.

There are yet to be cultivated in this part of Alberta thousands upon thousands of acres of land, and the settlement of people upon these lands is bound to advance the growth of Lethbridge.

In closing I would say that my opinion is that a city which has grown from a population of 2,313, according to the Dominion census of 1906, to 12,000 in four years time is bound to be a city of 50,000 in a dozen years.

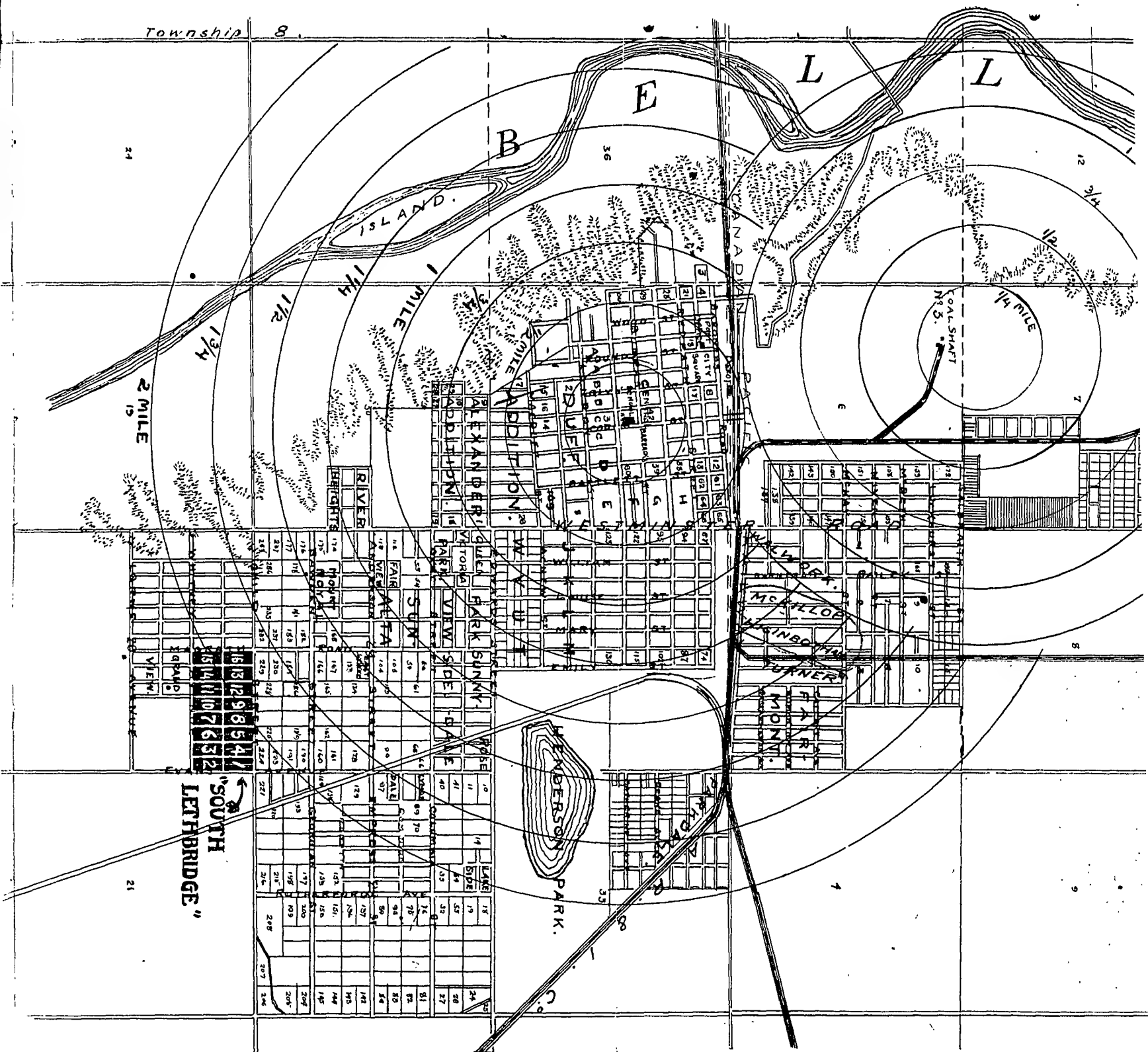
Yours truly,

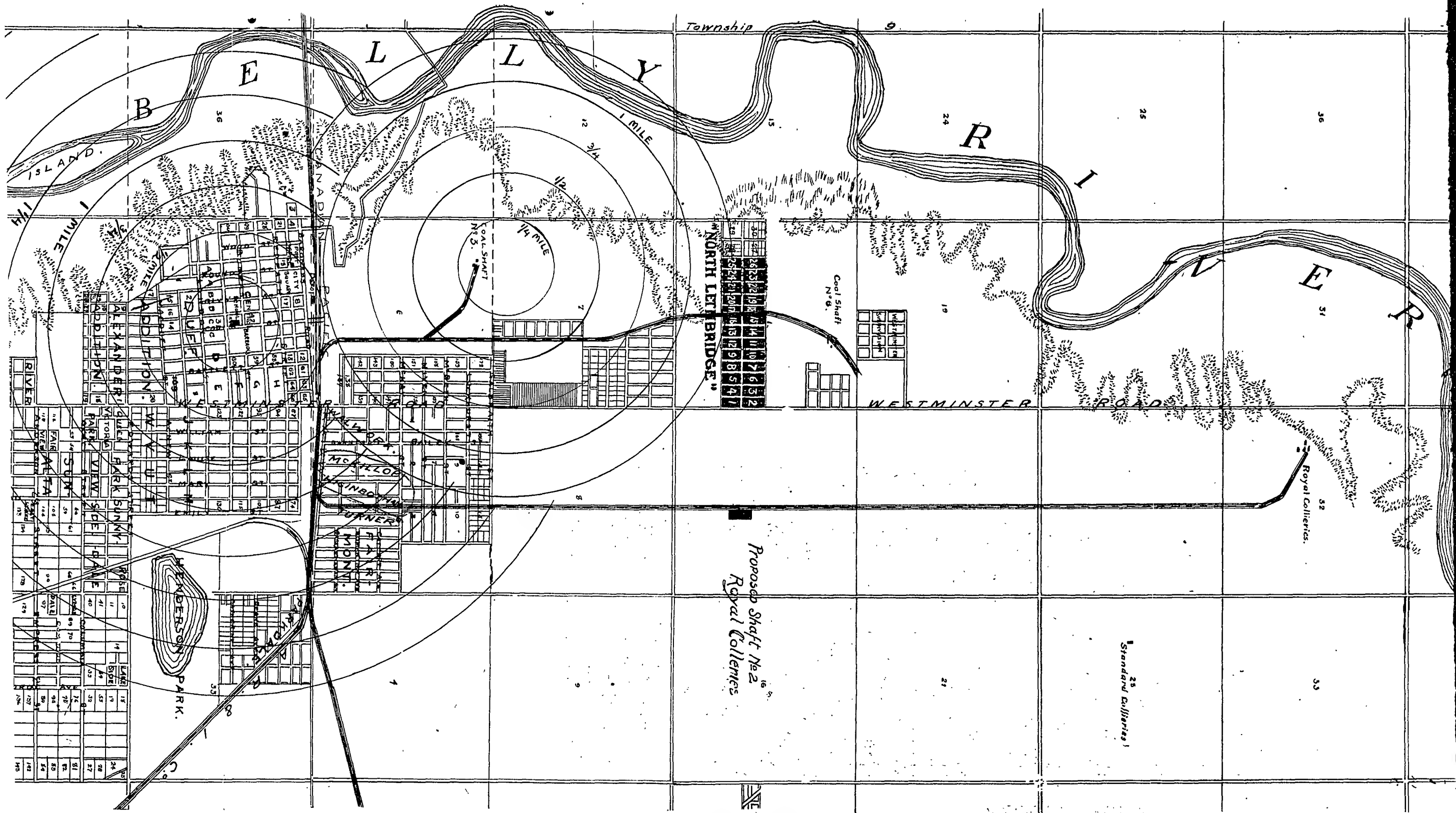
W. A. BUCHANAN.

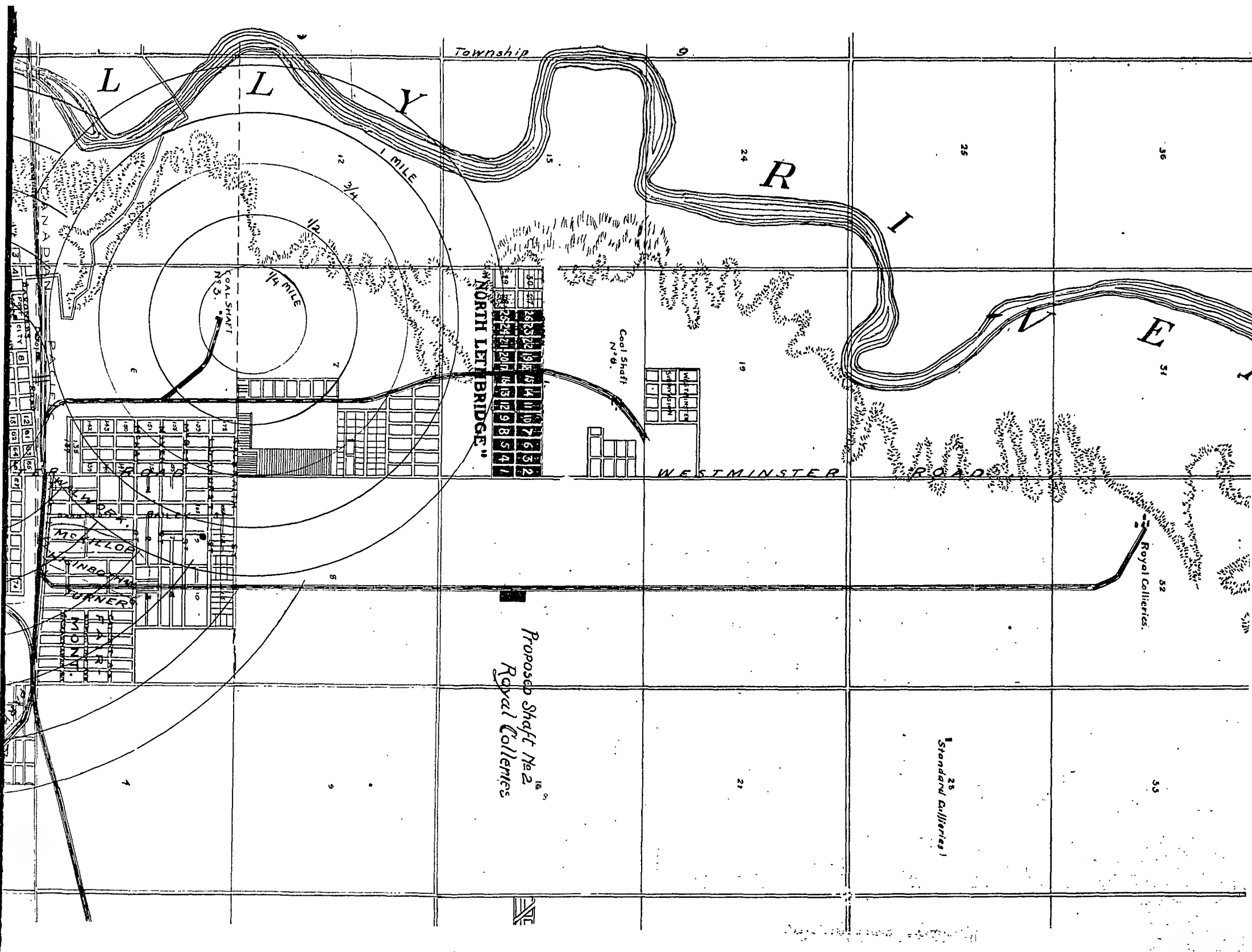
W.A.B.-M.



LEITHBRIDGE CITY, SHOWING LOCATION OF NORTH AND SOUTH LEITHBRIDGE







Township

9

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R

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E

NORTH LEE BRIDGE

Coal Shaft No. 6

WESTMINSTER ROAD

Royal Collieries

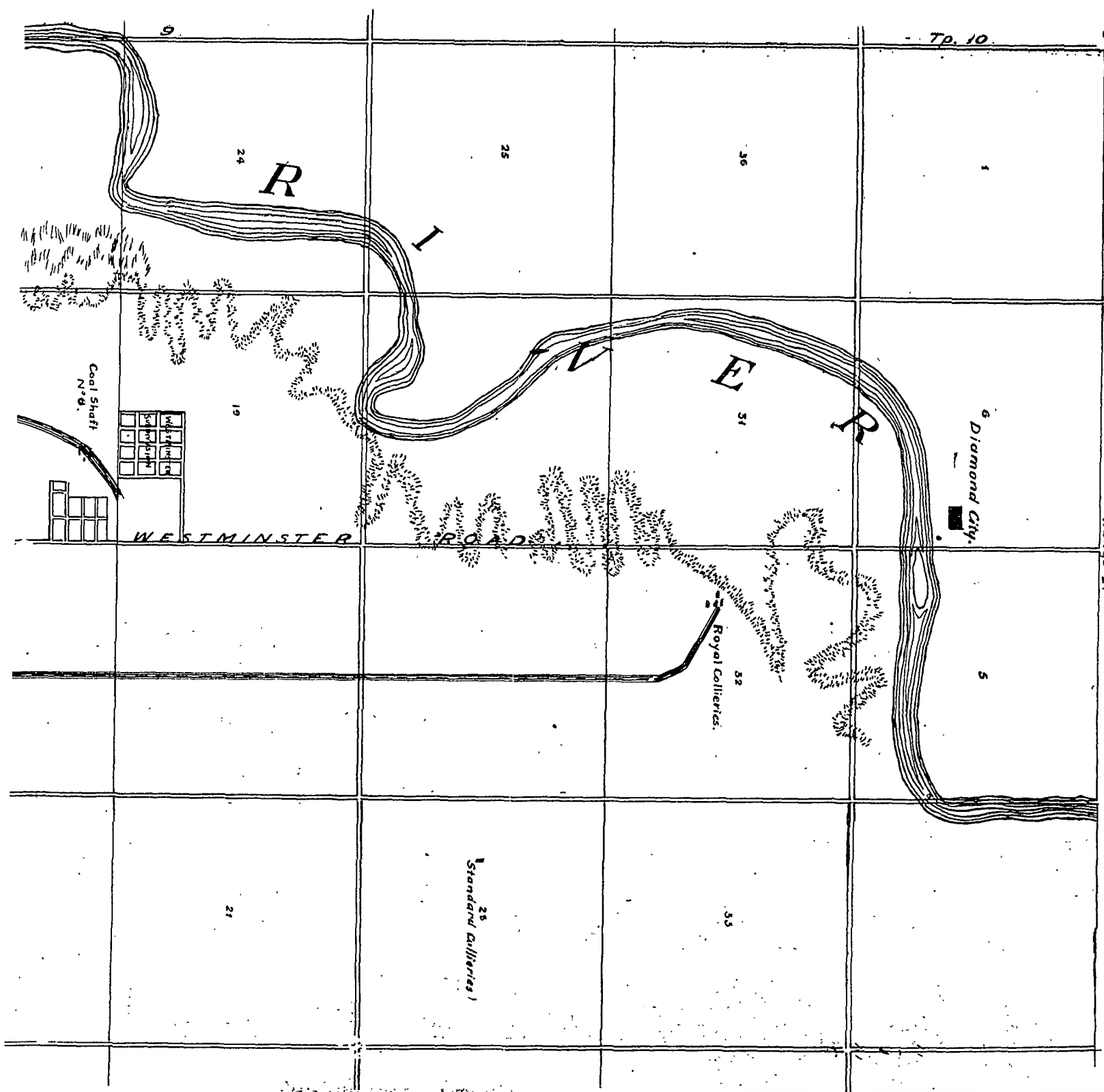
Proposed Shaft No. 2  
Royal Collieries

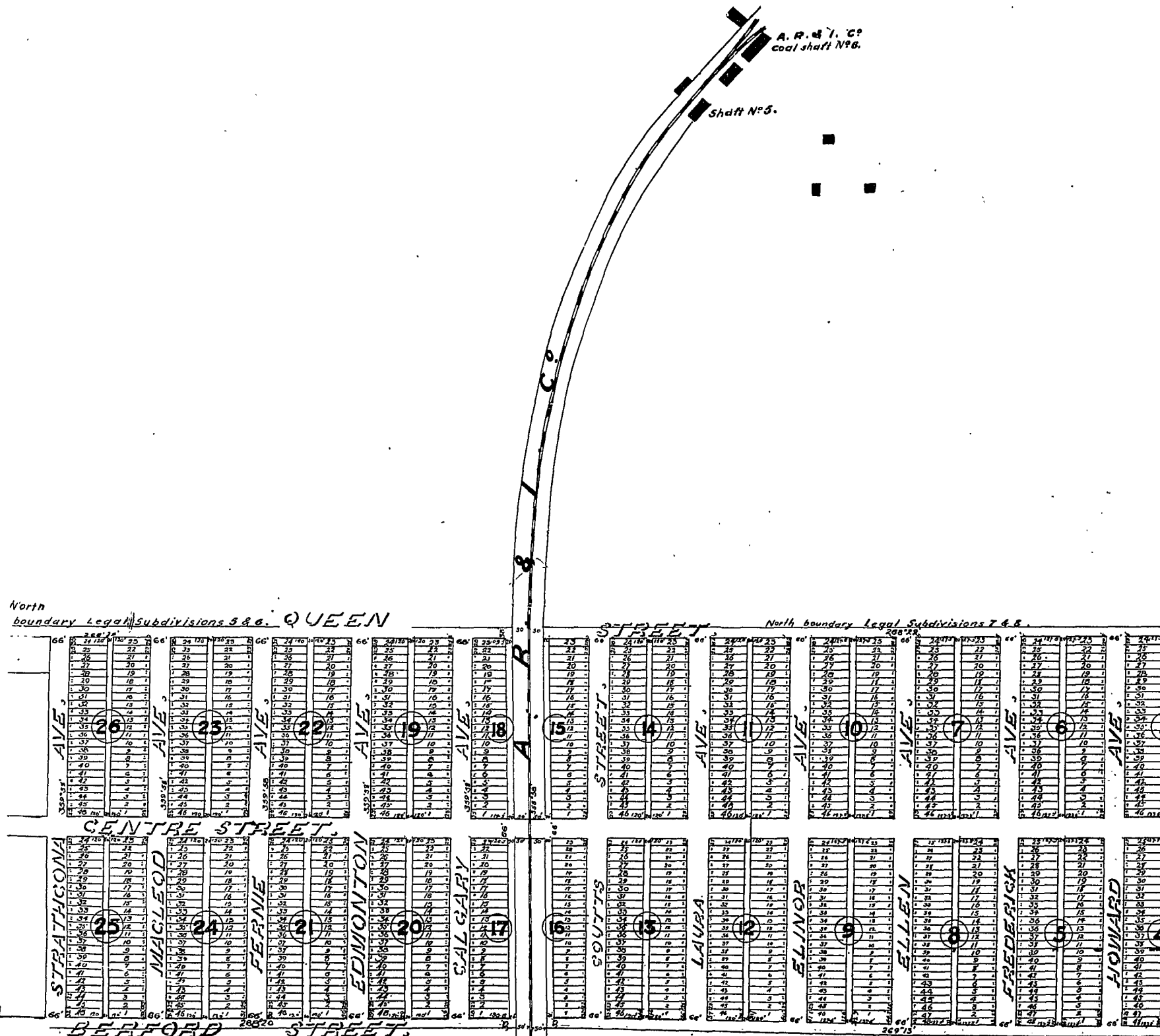
Standard Collieries

Range 22.

Age 21

Tp. 10.





NORTH LETHBRIDGE

89°32'

2609-86'

CHILD

North

Boundary

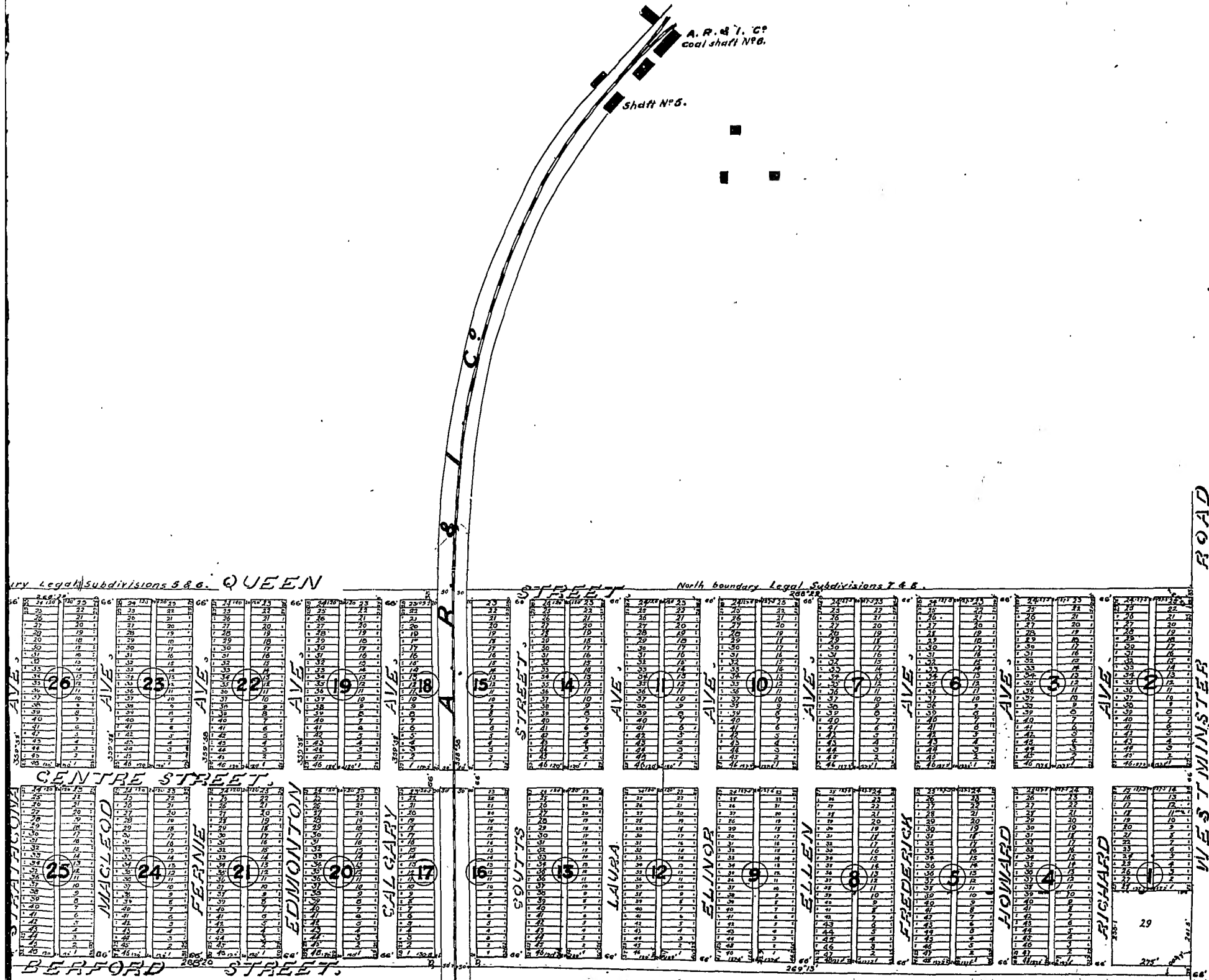
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2658-7'

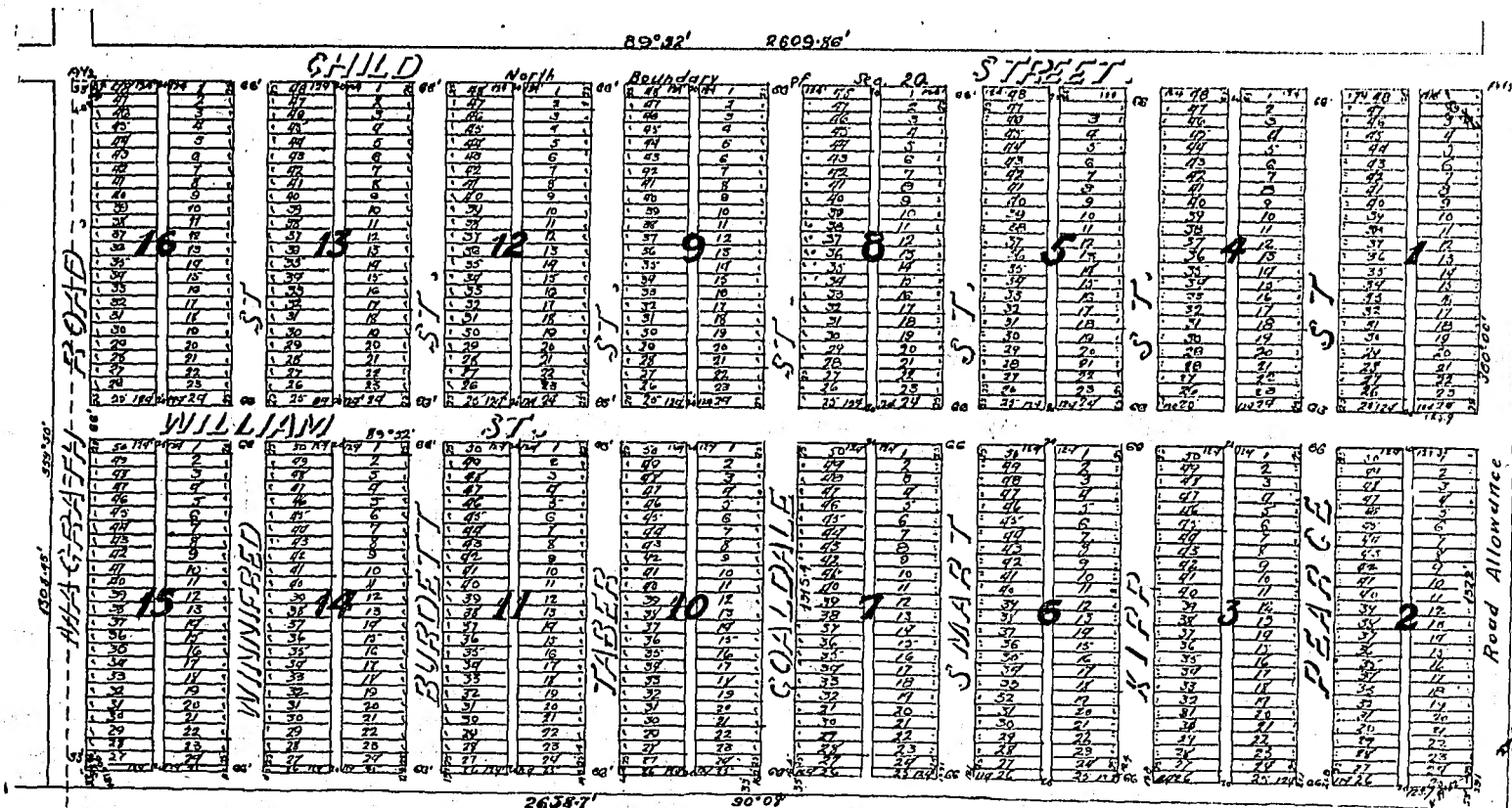
90°07'

SOUTH LETHBRIDGE

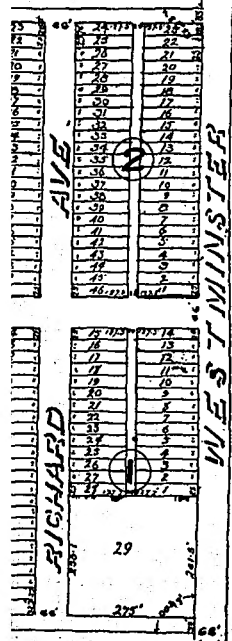


NORTH LETHBRIDGE





SOUTH LETHBRIDGE



89°42' 2609.46'

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621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640
641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660
661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680
681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700
701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720
721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740
741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760
761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780
781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800
801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820
821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840
841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860
861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880
881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900
901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920
921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940
941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960
961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980
981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000

SOUTH LETHBRIDGE

Road Allowance

